

AFFAIRS OF THE RAILWAYS

Relations of the Vandallia and Pennsylvania Discussed by an Official.

Annual Reports of Two Lines—How Earnings May be Increased—Export Rates Manipulated by Chicago Roads—The Boycott.

The Pennsylvania Company's purchase of two blocks of ground in St. Louis and its proposal to erect thereon some large freight depots, naturally led to some speculation as to the reason, and also to a belief that it meant that the Pennsylvania Company would soon have control of the Vandallia. An official of the Pennsylvania was recently questioned about the matter, and he said that the step was taken to furnish room for handling their line freight at St. Louis, the tonnage of which is steadily increasing and will be much heavier with the better accommodations, and especially when the cotton crop is moving would these large store-houses come in good play. "So far as the Vandallia is concerned," said this official, "our relations were never more harmonious and never worked more in the interests of the Pennsylvania line than at the present time. The Vandallia is now operated in every respect as satisfactory to the Pennsylvania people as if they were in full control of it. Since Mr. Williams took hold several troublesome questions have been settled satisfactorily to both parties, and the business relations are so mutual in character that any friction in operations might be injurious to both interests. The trains of the Pennsylvania run over the Vandallia between Indianapolis and St. Louis, and the Vandallia runs over the Pennsylvania from St. Louis to Chicago. In fact, if there was any ground for complaint it would be on the part of the Vandallia, as we much more frequently turn our trains over to them than do they to the Pennsylvania at Indianapolis. At any rate, the latter basis for any talk that the Pennsylvania is shaping matters to take advantage of the Vandallia. However, I admit that he would not like to see any time wish to sell the Terre Haute & Indianapolis, which controls the Vandallia line between Terre Haute and St. Louis, the Pennsylvania Company would readily pay him every dollar that the road is worth."

A Letter Too Good to Keep.
So well has it come to be understood that on a railway the superintendent of transportation and superintendent of motive power consider that they hold the most important positions on the road, and that they "know it all," that the following letter will be read with interest, as a superintendent of motive power found his match in a general manager who has now retired. The letter was found by his successor, a well-known railroad man, in the pigeon-hole of the retiring general manager's desk:
"Dear Sir—I have on file in this office more than one hundred letters and notes from you, asking all kinds of questions on all kinds of subjects, to every one of which I have made some reply. I have gone with you to inspect bridges and buildings, helped formulate time-tables, seen petty officials, and through your orders interfered with the purchasing, train bridge and stockkeeper's department until I am sick of it. You have sought and received my honest advice about every subject coming to your attention, so far as I can learn, except the single one of rates, and God knows that's in the worst middle of them all. You expect me to pull ten coaches, forty miles per hour, with a seventeen-inch engine. To keep more than one hundred engines and four thousand cars in repair with a handful of men—and make all my own material, on scrap, I pretend to know something about my own department, however, and wish to go on record as having called your attention to the following facts, to-wit: I need twenty extra men, mechanics, to keep up running repairs and get power in shape for fall work, and I need them now—if we don't get them we cannot handle business of last year, and you say that they will be heavier. We have twelve sixteen-inch engines that are unsafe to run—they need new boilers. I advise their sale as scrap, and the purchase of eight consolidation engines with sixteen or twenty-inch cylinders—they are short of power. We need a new wheel axle for every engine for every replacement for three years—costs money. I want permission to raise the pay of engineers on freight to cent a mile, and drivers to cent. They can't live on the present rates. I want to be relieved as general adviser and non-commissioned factor in the general management and left time and opportunity to attend to the duties of the St. P. department. I want my title changed from Superintendent M. P. and R. S. and credit given me for what I do, and nothing for what I do not do. I want the round-house roof painted and the water tank on the gas-pipe fixed and the fire-rattler buried, so that I can think, and then I want the pay of a superintendent of motive power, \$21,000 a year. Sleep on it, and if you don't agree with me in such and such a matter, please accept my resignation, to take effect at once. Sincerely yours,
How Earnings May be Increased.
The second annual report since consolidation of the Chicago & Eastern Illinois Railroad Company for the fiscal year ending June 30, 1891, was given out yesterday. It shows that the gross earnings were \$5,567,195, against \$2,911,722 for the preceding year, an increase of \$2,655,473. The operating expenses were \$1,537,141, against \$1,072,447 for the preceding year, an increase of \$464,773. Deducting taxes and fixed charges, leaves the net income \$4,066,053, which is swelled by the income from other sources to \$4,886,147. Out of this the company has in dividends on preferred stock \$275,940, leaving a balance of \$4,610,207.
President Saul, in his report, says: "The profits of railroad operation have mainly increased in the last year, and this is due to the tonnage capacity of each train. The tonnage, year after year, to reduced rates for transportation and reduced competition of the employee evidence the axiom that greater tonnage per train is the principal expedient left whereby the distribution of revenue per ton and the increased price for handling may be maintained, and that the result is a profit. Hence, continued expenditures for equipment of greater carrying capacity and motive power of larger dimensions and increased weight, and these factors of progress necessitate further improvements in heavier rails and bridges and heavier road-bed, in order that safe and expeditious train movement may be insured."

Earnings of the Pennsylvania.
Following is a statement of the business of all lines of the Pennsylvania Railroad Company: All lines east of Pittsburgh and Erie for August, 1891, as compared with the same month in 1890, show an increase in gross earnings of \$287,520, an increase in expenses of \$122,136 and an increase in net earnings of \$165,384. The eight months of 1891, as compared with the same months of 1890, show an increase in gross earnings of \$1,033,736, a decrease in expenses of \$507,201, and an increase in net earnings of \$526,535. All lines west of Pittsburgh and Erie for August, 1891, as compared with the same month in 1890, show a decrease in gross earnings of \$100,416, a decrease in expenses of \$20,466, and a decrease in net earnings of \$79,950. The eight months of 1891, as compared with the same months of 1890, show a decrease in gross earnings of \$1,216,516, a decrease in expenses of \$1,409,127, and an increase in net earnings of \$822,351.
Export Rates Manipulated.
No steps have as yet been taken to put an end to the manipulation of east-bound freight rates from Chicago, yet the complaining companies insist that the rates are still being cut. It is said that the roads engaged in these irregular practices have revived a method that was in vogue several years ago of manipulating export traffic. The rate on provisions, for example, is 30 cents from Chicago to New York, while the ocean rate to Liverpool is 20 cents, making the through export rate 10 cents per hundred pounds. The roads in question issue through bills of lading from Chicago to Liverpool at 44 cents, claiming that they receive their proportion of the rate, but that the steamship companies accept 14 cents as their proportion. There is reason to believe that this is not true and that the roads are cutting the land rate 6 cents.

Chance to Boycott the Wabash.
Interest in the boycott of the Eastern roads against the Chicago & Alton has been revived by the discovery that the Wabash has determined to resume paying commissions to ticket agents for business ticketed via the Niagara Falls short-line. Considerable curiosity is expressed as to whether the Eastern roads will now boycott the Wabash for doing what caused the boycott against the Chicago & Alton. It seems that fully one-half of the Eastern roads are in favor of declaring the boycott off, as they are weary of the almost endless complications and dissensions which have resulted from it. The Pennsylvania

and Vanderbilt lines are the only ones that still insist on carrying on the fight.

Personal, Local and General Notes.

At four stations on the Lake Shore line ladies act as agents and are proving very efficient.

The New York Central's new fast limited State train will leave New York at 7 A. M. and reach Buffalo at 3 P. M.

The Toledo, St. Louis & Kansas City road in the third week of September earned \$41,400; increase over 1890, \$11,007.
J. E. Hurley has been appointed assistant superintendent of the Atchison, Topeka & Santa Fe, with headquarters at Fort Madison, Iowa.
Joseph Snyder, chief train-dispatcher on the International & Great Northern road, formerly on the Wabash, is visiting friends in this section.
Traffic over the Cincinnati, Wabash & Michigan has become so heavy that three times of train-dispatchers have been put on each to be on duty eight hours.

The heavy switching engines which the Vandallia has built at its shops have proved so suitable for their service that two more will be built at once in the shops of Terre Haute.

Passenger men predict that the transcontinental lines will do a good passenger business the next few months, so much inquiry is there as regards rates to Pacific-coast points.

H. Cook, trainmaster of the eastern division of the Lake Erie & Western, who retires to-day, goes to California to take the position of division superintendent on the Southern Pacific road.

Despite the denial that the Pennsylvania Company is seeking to secure control of the Kentucky & Indiana bridge, there have been certain transactions this week which are valid evidence that such is the case.

Eastern papers have started a rumor that a number of Eastern trunk-lines will on Oct. 1 lift their boycott of the Chicago & Alton. A point has been reached where this matter attracts but little attention.

It costs the Philadelphia & Reading company \$8,500,000 to get its elevated railroad ten blocks in the very business center of Philadelphia, and its buildings are yet to be erected, which will cost a large sum.

The Steel-plate is doing much to demoralize both passenger and freight rates, and why the Vanderbilt permit it to do so, when their own interests are the most affected by this policy, is a surprise to all conservative rate-maintaining officials.

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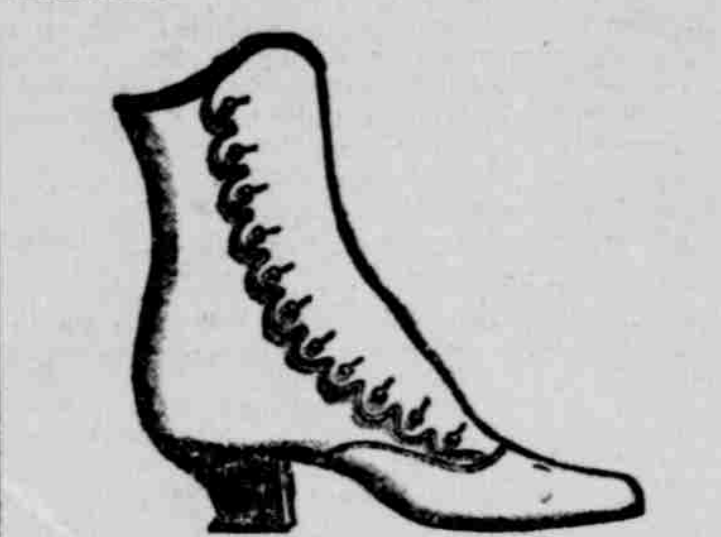
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